(ख) ब्यौरा इस प्रकार है :-

1. झबुआ 2. धार 3. खरगांव 4. छतरपुर 5. बस्तर।

(ग) और (घ) राष्ट्रीय परिवहन नीति समिति ने नई लाइन परियोजनाओं के लिए निम्नलिखित मानदंडों की सिफारिश की थी :-

(i) नये उद्योगों या खनिज पदार्थों अथवा अन्य संसाधनों का दोहन करने के लिए परियोजना उन्मुख लाइनें।

(ii) लुप्त संपर्कों को, जिनसे कि मौजूदा व्यस्त रेल मार्गों पर भीड़-भाड़ को दूर करने के लिए वैकल्पिक मार्ग उपलब्ध होते हैं, सेवित करने के लिए।

(iii) सामरिक महत्व के आधार पर।

(iv) नये विकास केन्द्रों को स्थापित करने के लिए विकास संपर्कों के रूप में, या दूरस्थ क्षेत्रों तक पहुंच की व्यवस्था कराने के लिए।

जब कभी मध्य प्रदेश के शेष जिले, जोकि भोपाल से रेल लाइन द्वारा नहीं जुड़े हैं, उपरोक्त मानदंडों को पूरा करेंगे तब उनका क्रियान्वयन शुरू कर दिया जाएगा बशर्ते कि योजना आयोग का अनुमोदन प्राप्त हो जाए और भविष्य में संसाधन उपलब्ध हों।

**Reduction in the cost of transportation**

7187. SHRI SANJAY DALMIA:
MAULANA OBAIDULLAH KHAN AZMI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether any measures for achieving economy to meet the Corporate Plan objectives of a 15% reduction in the cost of transportation by 2000 A.D., are being adopted;

(b) if so, the details thereof;

(c) whether any action plan has been proposed by Government to achieve the above objectives;

(d) if so, the details thereof;

(e) whether the operating ratio is expected to improve during 1994-95;

(f) the extent to which it is higher than the previous year; and

(g) the measures being taken by Government to improve the operating ratio in future?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIFF): (a) to (d) Continued efforts are being made to reduce the cost of operation. Various measures have been adopted towards achieving this goal. These include improvement in asset utilisation, improvement in asset reliability, closure of marshalling yards, elimination of accidents, improving man power productivity and energy efficiency and thus, improving the operating ratio of the system. Since the Corporate Plan is spanning over 15 years from 1985-2000 the efforts are continuous and achievement can be observed in improved operating ratio.

(e) to (g) The operating ratio of 85.4% originally budgeted in 1994-95 is expected to improve to 83.5%. However, the operating ratio achieved in 1993-94 was 82.9%. An Action Plan has been launched to achieve improvement in the budgeted operating ratio for 1995-96 also by augmenting earnings and containing expenditure.

**Lack of night train service between Lucknow and Kanpur**

7188. SHRI SANJAY DALMIA:
MAULANA OBAIDULLAH KHAN AZMI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the hardships encountered by the computers for not having night train service between Lucknow and Kanpur;

(b) if so, reasons for not introducing such a train on the route; and

(c) the steps being taken in this regard?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIFF): (a) No such hardships have come to the notice of the Government as 5063 Avadh Express leaving Lucknow at 2055 hours is already available. After 2055 hours there is not much regular commuters' traffic from Lucknow to Kanpur.